

**REMARKS**

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated April 26, 2005, claims 1-47 are pending in the application. Applicants respectfully request the Examiner for a reconsideration of the claims.

Claims 1-47 stand rejected under 35 U.S.C. §103(a) as being unpatentable over *Marton* (5,278,554), or *Gerum* (5,747,683), or *Kawamura* (JP 2-255285), or *Lee* (6,659,245), in view of any one of the secondary references to *Irikura* (2003/0106725), or *Le* (5,281,950), or *Imaseki* (5,184,298), or *Korekane* (5,076,597).

Applicants note that the *Lee* reference is directed to providing braking in response to a push button. Although minimizing turning radius in a U-turn is mentioned, the *Lee* reference does not teach or suggest determining a steering wheel characteristic and determining the vehicle is in a U-turn in response to the steering wheel characteristic. That is, the *Lee* reference teaches using a push button and not the steering wheel characteristic.

The *Marton* reference is directed to a system for road traffic control. This reference mentions making U-turns but does not teach or suggest anything more. Applicants respectfully request the Examiner to reconsider the rejections in view of *Marton*.

The *Gerum* reference is directed to a method for drive stability enhancement of a multi-unit vehicle. The *Gerum* reference teaches unilateral operation and pressure coordination during braking of the towing vehicle unit and providing a stabilizing torque in response thereto. No teaching or suggestion is provided in the *Gerum* reference for performing a U-turn.

The *Kawamura* reference (the abstract thereof) recites using maximum steering angle and "the dead slow car speed" and providing each of the rear wheels with a braking force to reduce the radius of turning of the vehicle. The last sentence of the translation of the Constitution recites, "Thus, garaging and U-turn or the like are easily performable." This implies that the actual determination and generation of a U-turn signal is not performed. The *Kawamura* reference merely improves the turning radius in a U-turn but does not generate a U-turn signal identifying that the vehicle is in a U-turn. The claims have been amended to recite determining a steering wheel characteristic and determining the vehicle is in a U-turn in response to the steering wheel characteristic. Various types of steering wheel characteristics are set forth in the dependent claims such as steering wheel torque, steering wheel direction, steering wheel angle, steering wheel rate. No U-turn signal specifically identifying a U-turn is set forth in the *Kawamura* reference.

The *Irikura* reference is directed to a multi-wheel vehicle that uses rotary speeds between the right and left drive axle to determine the vehicle is in a U-turn. Thus, the *Irikura* reference does not determine a U-turn in response to the steering wheel characteristic. Also, no teaching or suggestion is set forth in the *Irikura* reference for providing brake-steer in response to a determination of a U-turn.

The *Le* reference is directed to a vehicle U-turn signal system. The U-turn signal system sets forth a method for indicating to drivers that the driver of the particular vehicle intends to make a U-turn. The driver as set forth in Col. 2, line 48, uses the turn signal in an off again-on again manner to indicate the intent to make a U-turn. Thus, no teaching or suggestion is provided for determining a steering wheel characteristic in determining if the vehicle is in a U-turn in response to steering wheel characteristic.

Also, no teaching or suggestion is provided for brake-steer in response to the U-turn signal.

The *Imaseki* reference mentions making a U-turn in Col. 1, lines 20-25. This system is directed to a four-wheel steering system and does not teach applying brake-steer. Applicants therefore respectfully request the Examiner to reconsider the use of this reference in the rejection.

The *Korekane* reference also sets forth a four-wheel steering system for a vehicle. The system is directed to a steering system and not a braking system. Also, although U-turns are mentioned, no teaching is set forth for brake-steering.

Claim 20 is a system claim having similar limitations to those of Claim 1. Claim 20 is also believed to be allowable for the same reasons set forth above.

Likewise, Claims 2-19 and 21-47 are dependent claims and should be allowable for the same reasons set forth above.

In light of the above amendments and remarks, Applicants submit that all objections are now overcome. The application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments the Examiner is respectfully requested to call the undersigned attorney.

Please charge any fees required in the filing of this amendment to Deposit Account 06-1510.

Respectfully submitted,

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Date:

19 July 2005